

THE MESSAGE

THURSDAY, NOV. 26, 1903

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DAVID MOSES

THE POEM OF LIFE IN THE FOOTPRINTS OF PROVIDENCE.

BY TOM BENTON.

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CHAP. XXXIII. RUNNING THE BLOCKADE.

The day was clear when the City of Petersburg, a blockade-runner, started from Halifax to Wilmington, North Carolina. This narrow, long ship was built for speed. Several times it had successfully made the run, and came out loaded with cotton. Besides enough coal to make the round trip, she had on board quite a cargo of fish from Weir & Co.

The crew was a select one. Lieutenant Ross, Swope, Elbert, Brotherton, Robert Harris and David Moses were the only passengers. As they sailed out of the beautiful harbor past George's Island the soldiers gave three rousing cheers which was heartily returned by those on board the ship.

Soon all appearance of land was lost. The water seemed to rise all around, and the ship seemed in a lower basin. For a few days it was clear and tranquil; very few sails could be seen. The sun seemed to rise and set in the sea. All of the passengers became sea-sick.

Entering the Gulf Stream there was a change in the weather. The sky became gray with swift moving clouds. The sailors said a "squall" was on us. These winds do not blow from any one direction but on all sides. The waves grew larger, white-caps formed on the crest. The vessel began to rock and soon the prow would be out of water, while the stern was submerged from the wave just passed over.

David Moses was holding to the rail, looking on a sea of raging foam, talking to the pilot, who, in order to be near the wheel, was in the stern of the vessel. The heavy salt water would pour over his shoulders as he faithfully kept his wheel turning to face the incoming wave. "I cannot stand this much longer, unless I am lashed to the wheel, and there is no sailor near to tell him," he remarked. "I will go," said David, so grasping the iron rail he worked his way up to the pilot house, pulling up by the ropes to get up the stairway. The wind was blowing so hard that the water from the waves struck the steps of the wheel-house and tore one or two off.

The captain was looking out on the sea and giving orders to the engineer. David delivered the message and the mate, the only one in sight, was sent to tie the pilot to the captain.

With his boots in his hand, for having them full of water he took them off, he entered the cabin. "David, what do you stay out there for? I am going down here inside," said Bob. "I am going to stay out as long as I can, and if the ship goes down, I expect to stay on top of the water as long as can," said David. The sailors had given up all hope. One was on his knees praying. The ship was trying to mount a huge wave, when another struck shaking every timber and the strain seemed it would break the ship in two.

It trembled like a leaf and started to fall back. The captain shouted to the engineer, "For God's sake, put on more steam!" The wheels began to revolve more rapidly, and as with the grip of a giant helped the ship until the danger was passed. During the storm the ship had changed her course to face it. This made the sun rise on the same side upon which it went

down. Seemingly it rose in the west. Having been now nearly a week upon the "Briney Deep," the log was consulted, and the latitude and longitude ascertained from the transit and proper calculations. Being off the coast of North Carolina the ship turned her prow toward Wilmington. The night came on, a bright silver moon showed objects quite distinctly. The ship made a long curve to locate the blockade vessels. A heavy, painted tarpaulin was over the ship to hide the lights.

A special pilot who was familiar with the mouths of Cape Fear river was at the helm. All on board were on the lookout for the ship was rapidly moving towards the narrow inlet to the river. Suddenly a sky-rocket was seen as a rolling ball of fire, then the boom of an angry cannon on board the United States guardship followed, but the ball fell far behind. Another shot came whistling thru the rear. The boys now gave way to their feelings. Throwing their arms around each other some wept for joy exclaiming, "Oh! boys, we are safe in Dixie!"

Passing up Cape Fear river the Tallahassee, a Confederate ship of note was passed. She was going out to prey upon the commerce of the United States.

Leaving the City of Petersburg at the levee, David and Bob went up to a hotel in Wilmington and spent the night of the 27th of October there. The steps at the hotel seemed to move and rock like the ship. The companions in danger now separated, Swope and Elbert for Morgan's Calvary, Ross for his beloved Georgia, Warren, too, sought other fields. David and Bob take the train for Richmond.

Everything showed the effects of war. Boys, girls and women in middle life came to the stations to sell cakes, bread and fruit. Their serious looks and plain clothing was different from their cheerful sisters of the North.

Waved His Hand in Glee.

In the Chicago Record-Herald of Wednesday, Nov. 11, Walter Wolfman, the Washington correspondent for that newspaper, printed an interesting dispatch. That dispatch follows:

President Roosevelt likes a joke, even if it is one which touches a tender spot. Last night, with Mrs. and Miss Roosevelt, he occupied a box at the National Theatre to hear Fritz Scheff score a great success in Barbetle. One of the lines ran as follows:

"What a diplomat steal! A diplomat never steals. He only annexes!"

The entire audience turned toward the president's box and joined in a shout of laughter. The president laughed as heartily as any one and waved his hand in glee at Senator Hanna, who was in another box. It was some minutes before the singers could go on with the opera.

It was bad enough for the president of the U. S. to give his sanction to a filibustering expedition against a weak and helpless power with which we were under solemn treaty agreement. But have we not the right to insist the president shall not make sport of a serious situation, displaying before a theater audience the great pride he evidently has in a very questionable transaction for which transaction his administration is responsible?—The Commoner.

The Centralia Courier prints this announcement: John D. Orear, a prominent lawyer from Mexico, was in town Tuesday on legal business. We understand that Mr. Orear will probably be a candidate for prosecuting attorney next spring. He is a bright young man, thoroughly honest and aggressively courageous. Should he be elected to the office, Audrain would have a fearless prosecutor who would vigorously enforce the law.

Mr. and Mrs. J. B. Botkins spent a few weeks lately at their country home northeast of Mexico.

Cut-off Toughs, Eh?

Louisiana, Mo., Nov. 20.—The thru train from Denver on the Burlington, which passed here, carried a full coach of laborers.

While the train was running forty miles an hour the men got into a fight. They were foreigners and no one could understand the cause of the outbreak or quell the disturbance. Finally a minister went into the coach and began to sing hymns.

The fight ceased in a minute and peace reigned once more.

Sir Knights J. A. Glandon, George Robertson, F. R. Jesse and R. M. White attended the funeral of Judge John A. Hockaday in Fulton Saturday. B. L. Locke also of this city, was one of the pall bearers.

Can Nervous Diseases Be Caused by Eye Strain?



The literature of medicine goes to prove conclusively that a duration of life is materially shortened by nervous debility and the diseases which it entails. Any factor, therefore, in their causation ought not to be overlooked. In the view that eye-strain is a frequent cause of functional nervous derangements, proves to be the correct one beyond the possibility of a doubt or cavil, it is not difficult to see that a hope of marked relief or of ultimate recovery is practically extended to many hopeless sufferers upon whom drugs have exerted little or no benefit.

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Standard Time.
WEST-Bound Trains Leave—
No. 7 Colo. & Cal. Limited..... 3:25 a.m.
No. 11 Kansas City Express..... 9:05 a.m.
No. 15 Missouri State Express..... 1:48 p.m.
No. 115 Way Freight..... 10:40 a.m.
EAST-Bound Trains Leave—
No. 12 St. Louis Limited Express..... 1:55 a.m.
No. 14 Missouri State Express..... 1:10 p.m.
No. 10 Cal. & Colo. Limited..... 11:15 p.m.
No. 114 Way Freight..... 6:30 a.m.

JEFFERSON CITY BRANCH.

SOUTH-Bound Trains Leave—
No. 211 Fulton Accommodation..... 9:25 a.m.
No. 213 Jefferson City Mail..... 2:30 p.m.
No. 215 Way Freight..... 7:30 a.m.
NORTH-Bound Trains Arrive—
No. 210 Jefferson City Mail..... 8:50 a.m.
No. 214 Fulton Accommodation..... 12:55 p.m.
No. 212 Way Freight..... 5:40 p.m.
Daily Except Sunday.

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GEO. J. CHARLTON,
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WABASH RAILROAD.

**MEXICO.
Going East.**

No. 4 Atlantic Expr's..... 3 05 a.m.
No. 14 St. Louis..... 3 52 a.m.
No. 10 " Accom..... 7 05 a.m.
No. 20 St. Louis Lim..... 11 07 a.m.
No. 12 Mail..... 2 58 p.m.
No. 2 N. Y. Limited..... 3 03 p.m.
No. 6 Fast Mail..... 10 45 p.m.
No. 70 W. F. (ex Sn)..... 8 50 a.m.
No. 64 Through Fr..... 8 10 p.m.

Going West.

No. 13 Mail..... 11 30 a.m.
No. 3 Limited..... 11 59 a.m.
No. 9 Kansas City Mail..... 5 13 p.m.
No. 5 Moberly Accom..... 9 02 p.m.
No. 1 Pacific Express..... 10 25 p.m.
No. 7 Denver Lim..... 1 30 a.m.
No. 71 W. F. (ex Sn)..... 2 05 p.m.
No. 91 St. Paul Lim..... 5 05 p.m.
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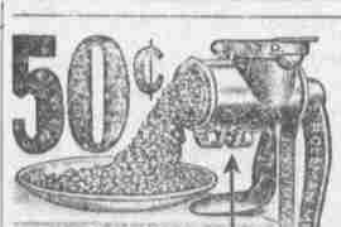
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Notice is hereby given that the tax books of Audrain county for the year 1903 are now in my hands for collection. I will meet the tax payers on the following dates:

Benton City, Friday, Nov. 27.
Rowena, Tuesday, Dec. 1.
Saling, Wednesday, Dec. 2.
Sturgeon, Thursday, Dec. 3.
Centralia, Friday, Dec. 4.
Mt. Carmel, Tuesday, Dec. 8.
Vandalia, Wednesday and Thursday, Dec. 9 and 10.
Farber, Friday, Dec. 11.

Please bring your 1902 receipts. Also bring your poll tax receipt for 1903. When land has been bought or sold be sure to furnish description.

ALBERT HARRISON,
Collector Audrain County.

Low Rates to Chicago.

On account of the International Live Stock Exposition Chicago, Ill., Nov. 28 to Dec. 5th. The Chicago & Alton and Wabash R.R. will sell round trip tickets to Chicago at rate of \$10.55. Dates of sale: Nov. 29, 30th and Dec. 1st. Limited for return to and including Dec. 7th, 1903.

I. M. Richards, Tkt. Agt.

AUDRAIN COUNTY COURTS

CIRCUIT COURT.
Meets third Monday in January, first Monday in June and third Monday in September.

COUNTY COURT.
First Monday in February, first Monday in May, first Monday in August and first Monday in November.

PROBATE COURT
Second Monday in February, second Monday in May, second Monday in August and second Monday in November. Adjourned terms are held regularly the second Mondays in January, March, April, June, July, September, October, and December.

Homeseeker's Excursion.

The Chicago & Alton Railway will sell round trip tickets from Mexico, Mo., to certain points in Alabama, Arizona, Arkansas, Colorado, Florida, Georgia, Indian Territory, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Mexico, North Carolina, North Dakota, Tennessee, Oklahoma, South Dakota, South Carolina, Texas, Utah, Virginia, Wisconsin, Wyoming, at greatly reduced rates.

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